



Flight Safety Bird Avoidance Program



Birds can make a pilot's day real bad in a hurry.

The Air Force has a couple of programs to help pilots determine the potential risk of a bird strike.

One is the Bird Avoidance Model, or "BAM".

The other is the Avian Hazard Advisory System, or "AHAS".





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UNITED STATES
BIRD AVOIDANCE MODEL

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The **New!!** US BAM

USAF Users 


FAA Users 

Welcome to the NEW United States Bird Avoidance Model (BAM)! We have updated the risk layers with 8 years of recent data and have simplified the use of the BAM. Previously, USAF users had separate map displays for Planner/Scheduler, Air Crew or Environmental Planner. These options have now been combined to provide all USAF users with access to the numerous geospatial data themes along with the risk surfaces.

Since 1985 there have been over 38,000 bird-aircraft strikes recorded by the United States Air Force (USAF) that killed 33 aviators, destroyed 30 aircraft, and caused more than \$500 million dollars worth of equipment damage.



The United States Bird Avoidance Model (USBAM) program objective was to develop a predictive bird avoidance model using Geographic Information System (GIS) technology as a key tool for analysis and correlation of bird habitat, migration, and breeding characteristics, combined with key environmental, and man-made geospatial data.



Warning: The US Bird Avoidance Model (USBAM) was constructed with the best available geospatial bird data to reduce the risk of bird collisions with aircraft. Its use for flight planning can reduce the likelihood of a bird collision but will not eliminate the risk. The USBAM organizations are not liable for losses incurred as a result of bird strikes.

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The Bird Avoidance Model (BAM) is based off historic data only. It is not “real time”.

To access this program, log on to: <http://www.usahas.com/bam/>

Once logged on, you can select the area in which you’re flying, and see the historic results for the number of birds in that area, as well as several other features.



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Avian Hazard Advisory System

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Evaluate Current or Forecast Conditions:

- VR Routes
- IR Routes
- SR Routes
- Ranges
- MOA's
- Military Airfields
- US BAM

Using AHAS

- How to Use AHAS
- How AHAS Works
- AHAS Background
- BAM Background

Other Information

- FAQ's
- News
- Links

Welcome to AHAS!

AHAS is now using the latest BAM layers in its risk assessments. See the [News](#) page for information on the changes.

The United States Avian Hazard Advisory System (AHAS) web page (USahas.com) is operational and available to access information on bird strike risk for the continental US.

The web site provides simple to use pages to access bird strike risk for published IR, VR and SR routes, Ranges, MOA's and Military Airfields. More than 4000 locations in the lower 48 states are currently being evaluated. We recommend that you look at the web pages to see if the airspace you use to fly is currently being monitored.

Bird Strike Risk Information

The dynamic web pages provide you direct access to 3 important sources of bird strike risk data. If you request information for:

1. a time period **MORE** than 24 hours in advance, the bird strike risk information displayed comes from the current version of the US BAM;
2. a time period **LESS** than 24 hours in advance, you get the forecast risk from AHAS that uses data from the US BAM and National Weather Service Weather Forecast data to predict hazardous bird activity;
3. the **CURRENT HOUR**, the risk is from observations made by the NEXRAD weather radar system, or data from the Migration & Soaring Models. You also receive Trend data for the current hour which indicates what the trend in bird activity is expected for the next hour.

To access this program, log on to: <http://www.usahas.com/>

The Avian Hazard Advisory System (AHAS) will provide you:

- 1. Within one hour of the current time, the program will give data based off NEXRAD radar (Hanford Radar for the central San Joaquin Valley).**
- 2. Outside of the current hour, but less than 24 hours, the program will provide data based off Soaring and Migration Models.**
- 3. For beyond 24 hours, the program will give data based off the Bird Avoidance Model (BAM)**



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Dealing with the problem



The 144th Fighter Wing and the Fresno Yosemite International Airport Manager actively work together to help mitigate the chances of a bird strike.



The number of bird strikes we have in the F-16 at Fresno are relatively few, however there is a definite spike in the number of strikes during the months of March, April, and May. Most of these bird strikes are from swallows, sparrows, and starlings on short final to Runway 29R.

Efforts such as vegetation and drainage control help to keep the birds away from the runways.